

The Sydney Morning Herald.

NO. 9074.—VOL. LV.

MONDAY, JUNE 24, 1867.

PRICE THREEPENCE.

BIRTHS.
On the 16th instant, at her residence, Castlereagh-street, the wife of H. M. Parry, of a son.
On the 17th instant, at her residence, Bay-street, Glebe, Mrs. Jane Watson, of a daughter.

On the 18th instant, at Surry Hills, Mrs. Henry Hall, of a daughter.

On the 22nd instant, at her residence, Rose Cottage, Randwick, the wife of Mr. FREDERICK WALTER HILL, late of Warrigal, Warren River, Queensland, of a son.

MARRIAGE.
On the 19th instant, at the Vicarage, St. John's Church, Pitt-street, by the Rev. John Graham, Henry Loxam, Esq., builder and architect, Goulburn, to GEORGE J. POMERAY, eldest daughter of the late Roger Pomeray, Esq., banker of Braithwaite, Devon.

DEATHS.
On the 22nd instant, at his residence, 548, George-street, George C. Ward, Esq., aged 70, after a long and painful illness.

On the 22nd instant, at Hunter's Hill, of diphtheria, George, eldest son of John MANNSING and MARY HAZELDINE, aged 3 years and 11 months.

On the 23rd instant, at the Parsonage, Windsor, the Rev. HENRY TROTTON STEPHENS, M.A., aged 59 years.

SHIP ADVERTISEMENTS.

THE AUSTRALIAN STEAM NAVIGATION COMPANY'S STEAMSHIPS will be dispatched weather permitting.

To MELBOURNE.—City of Adelaide, to-morrow afternoon.

To MELBOURNE.—City of Melbourne, 10 a.m.; City of Sydney, 12 m.

To HUNTER RIVER.—Collaroy, to-night, Monday, at 11 a.m.

To MANNING RIVER.—Bilmanina, this afternoon, Monday, at 3 p.m.

To HUNTER'S HILL and GLADESVILLE.—6, 9, and 11 a.m.; 1, 3 (4.15 to Turbot), 6, and 6 p.m.

To BRISBANE.—Boomerang, this morning, Monday, at 10 a.m. and Telegraph, to-morrow (Tuesday) afternoon, at 11 a.m.

To MARYBOROUGH.—Timoree, this afternoon, Monday, at 5 p.m.

To ROCKHAMPTON.—James Paterson, to-morrow afternoon, Tuesday, at 5 p.m.

To GLADSTONE BAY via GLADSTONE and PORT DENISON.—Boomerang, this morning, Monday, at 10 a.m.

To BRISBANE to ROCKHAMPTON, calling at MARYBOROUGH and GLADSTONE.—Clarence, also Saturday, 20th instant.

Cargo is now being received for transmission to any of the above ports.

No cargo received for the steamers going to Melbourne or Queenland after 3 p.m. on their day of sailing.

FREDERICK H. TROUTON, Manager.

A. S. N. CO.'s Wharf, Sussex-street.

HUNTER RIVER NEW STEAM NAVIGATION COMPANY'S STEAMSHIPS and the 13th July, inclusive.

From Sydney to NEWCASTLE, RAYMOND TERRACE and MORPETH.—CITY OF NEWCASTLE, MONDAYS and THURSDAYS, 7 a.m.; MORPETH, TUESDAYS and FRIDAYS, 11 a.m.

Goods required for CLARENCE TOWN on WEDNESDAYS.—MILLERS' FOREST on FRIDAYS; PATERSON Township on SATURDAYS.

Freight goods for Miller's Forest and Paterson must be paid in Sydney.

To NEWCASTLE BY SYDNEY (via NEWCASTLE and RAYMOND TERRACE), MORPETH, MONDAYS and THURSDAYS, at 6.30 a.m.; CITY OF NEWCASTLE, TUESDAYS and FRIDAYS, at 2 p.m.

For PATERSON direct, the BALLINA, THURSDAY, at 8 p.m.

For MACLEAY RIVER, the chartered schooner CLEONE, running in conjunction with the river steamer Nathus, on WEDNESDAY at 5 o'clock p.m.

W. WILLIAMS, Secretary.

TRAM 10 MELBOURNE.—The regular trader and favourite steamship BAWLOW, John T. Hollis commander, from the Commercial Wharf, on THURSDAY AFTERNOON, at 2 p.m.

JOHN CAMPBELL, Commercial Wharf.

TRAM TO HOBART TOWN.—CITY OF HOBART TUESDAY, 25th instant, Willis, Merry, and L. J. STANLEY, 24 hours after arrival.

W. DALTON, King-street, W.

FOR TWOFOLD BAY AND TATHRA.—Schooner GIPSY, TUNDABY.—Commercial Wharf.

FOR BRILLINGER RIVER.—The new schooner RESOLUTE, Captain J. H. Williams, in now receiving cargo, calls first fair wind. For freight or passage apply W. SHORT, Victoria Wharf.

FOR MACLEAY RIVER.—Schooner KUBOKA, Freight or passage apply on board, Baltic Wharf.

V. MACLROY RIVER.—Schooner FRED. S. WHITE, Apply on board, Lime-street Wharf.

VICTORIA; FOR MACLEAY, Kempsey, and Werrans. Freight, &c., apply on board, Victoria Wharf.

FOR PORT MACQUARIE and the Macleay, the Flying Fish, O'Dowd and Co., Commercial Wharf.

ONLY VESSEL FOR ROCKHAMPTON, BROAD SOUND, AND PORT MACKAY.—Freight and general trader PRIMA DONNA, R. A. Cox, master, now loading at Campbell's Wharf, will clear at the Customs on THURSDAY next, the 27th instant, at half-past seven p.m.

By Order of the Committee.

GERRARD PHILLIPS, Lieutenant No. 5 Company, S. E. V. R. H., Hon. Sec.

TELEGRAPHICAL MEETING TO NIGHT, City Mason Chapel, corner of Sussex and Liverpool streets.

FLOOD RELIEF FUND.—The Committee appointed on the 27th June, 1864, to relieve the distress occasioned by the severe floods at that time, are invited to leave to introduce a Bill into the ensuing session of Parliament to incorporate a Company, to be called The Murray and Darling River Company, for the purpose of constructing a line of railway from the Murray River, Bourke, to the Darling River, through Nepean's Head, and thence to the junction of the two rivers.

JOHN H. FORBES, Secretary.

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For freight or passage apply to JOHN BLACK and CO., 14, Spring-street.

CIRCULAR SAX LINE OF PACKETS.—Only VESSEL FOR CHINA.—The clipper brig FAIRFIELD, A. Robinson, commander (daily expected), will be despatched in line of the KATE. Ships required to make arrangements at once.

For freight or passage apply to LAULEY, IRELAND, and CO., Lloyd's chambers.

CHARLOTTE ANDREWS for WELLINGTON and PORT COOPER.—Owing to the inclemency of the weather it is delayed clearing until THIS DAY, by which the shippers are requested to complete shipments, and call for bills of lading for sailing tomorrow. All balance of passage money must be paid this DAY, or berths will be released.

For freight or passage apply on board, at the Grafton Wharf; or to LAULEY, IRELAND, and CO., Lloyd's chambers.

N. H. HAS still two cabin disengaged.

FIRST VESSEL FOR ROTUITA WHARF.—The first-class barque OLIVER CUTTS, 116 tons burthen, this fine vessel is now laid on, and will sail with passengers and freight about 15th July.

People kindly invited on board to inspect the ship, and for further information, at Healy and Harper's Dock.

FOR SAN FRANCISCO.—The first-class barque BUMBERTON, 400 tons, W. Babcock, master, will be despatched from Newcastle, the 25th instant. Can take a limited number of cabin passengers.

Apply to JOSEPH WARD and CO., 3, Bridge-street.

FIRST SHIP FOR SAN FRANCISCO.—The first-class British clipper barque ADELIA, lying alongside the Circular Quay. Passengers are requested to go on board the first day to inspect the provisions and to pay the balance of their passage money. Only a few berths disengaged. Steerage passage, £10. Agent, to ROBERT KING; or to Captain LANTUP, at Moore, Montford, Joseph, and Co.'s, O'Connell-street.

A BERKIN CLIPPER LINE.—For LONDON.—NOTICE TO PASSENGERS.—The first-class vessels, making an average passage of 80 days, will be despatched on or about the following dates:—

SIR JOHN LAWRENCE, 57, ... Feron, ... August.

WOOLLOOGOOLOO, ... 62, ... Donald, ... October.

THE dietary arrangements are superior, and each vessel has a qualified surgeon.

Apply to MONTEFIORE, JOSEPH, and CO., O'Connell-street.

DUNBAR CASTLE FOR LONDON.—This ship will be towed to sea at daylight on WEDNESDAY, 26th instant.

Ed. a poor cabin disengaged.

GILCHRIST, WATT, and CO., Agents.

SHIP ANGLO-INDIAN, for LONDON.—Passages are requested to be paid in advance of passage, and embark WEDNESDAY, 26th instant.

A few berths, second cabin and steerage, are disengaged. Second cabin £25; steerage, £18.

YORK, LANK, and BENNETT; WILLIS, MERRY, and LLOYD.

SHIP ADVERTISEMENTS.
ILLAWARRA S. N. COMPANY'S STEAMERS TO WOLLONGONG.—Hunter, THIS DAY, at noon. WOLLONGONG—Kembla, TO-NIGHT, at 11. ULLADULLA—Hunter, THIS DAY, at noon. ULLADULLA—Kembla, TO-NIGHT, at noon. KIAMA—Kembla, TO-NIGHT, at 11. SHOALHORN—Bilgola, TO-MORROW, at 11 p.m. MOUYA—Kembla, WEDNESDAY, at 11 p.m. MERIMBURRA—Hunter, THURSDAY, at 8 a.m.

STEAM TO BRISBANE WATER.—The BLACK SWAN, on WEDNESDAY next, returning from GOSFORD, on THURSDAY. Passages and freight at greatly reduced rates.

STEAM TO PORT STEPHENS, from the Patent Ship Wharf.—The BLACK SWAN (weather permitting) THIS NIGHT, at 11 p.m., to NEWCASTLE, via NEWCASTLE, calling at NELSON'S BAY, MYALL, and NELSON'S BAY, Steamer, 12 a.m.

STEAM TO PARRAMATTA, HUNTER'S HILL, GLADESVILLE, RYDE, &c.

The favorite steamer EMU, ADELAIDE, PELLIAN, and CYRUS, will sail daily, on Friday, noon.

TO HUNTER RIVER.—Collaroy, to-night, Monday, at 11 a.m.

TO MANNING RIVER.—Bilmanina, this afternoon, Monday, at 3 p.m.

TO HUNTER'S HILL and GLADESVILLE.—6, 9, and 11 a.m.; 1, 3 (4.15 to Turbot), 6, and 6 p.m.

TO BRISBANE.—Boomerang, this morning, Monday, at 10 a.m. and Telegraph, to-morrow (Tuesday) afternoon, at 11 a.m.

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TO ROCKHAMPTON.—James Paterson, to-morrow afternoon, Tuesday, at 5 p.m.

TO GLADSTONE BAY via GLADSTONE and PORT DENISON.—Boomerang, this morning, Monday, at 10 a.m.

STEAM PACKETS FOR EXCURSIONS, &c.

Saloon, 2s; Steerage, 12s.

PERSONS ADVERTISED FOR.

INFORMATION wanted about one JOHN HEERY DUKE—his present residence, or, if dead, such particulars as may establish proof of death.

R. TOWNS and CO., Miller's Point.

If this should meet the eye of JOHN or ISABELLA ROYAL, late of Queensland, who left England in the ship Melcombe, of Liverpool, in 1865, they will communicate immediately with their Mother, Mrs. ELLEN CRUM-MACK, of 10, Bedford-street, at the Emigration Depot, Melbourne, June 16th.

JOHN HENRY DUKE, nephew of the late Captain ROBERT DUKE, if living, will learn information in which he is interested, on calling on the UNDER-SIGNED.

Any person who can give information respecting his will, will be rewarded.

R. TOWNS and CO., Miller's Point.

MARY LEDMAN is requested to call on Mrs. GRANT, and take her box away to save further trouble.

Saloon, 2s; Steerage, 12s.

TO R. D. GRAHAM, Esq., J.P., Parramatta.

Dear Sirs—We, the undersigned Directors of Central Cumberland, are most anxious to secure your services to represent our interest in Parliament, and pledge ourselves to use our exertions to secure your return.

(Here follows 215 signatures.)

To Messrs. Sadler, Wilson, Thompson, Pease, Weare, Page, Nelson, and the other gentlemen signing the requisition—

Mr. T. H. STEEL, Dr. STEEL, Mr. W. H. WADSWORTH, Mr. Andrew WADSWORTH. Apply on the works.

PRICES CURRENT.—Special edition of the JOURNAL OF COMMERCE now ready for transmission by air at our disposal.

Office—No. 8, Bridge-street.

PRIORITIES, ASSOCIATION.—See LEADERSHIP.

THE JOURNAL OF COMMERCE, posted to any part of the world, only requires a penny stamp.

Office, No. 8, Bridge-street.

JOURNAL OF COMMERCE.—Mail edition now ready.

TO BUILDERS.—The Australian Price Book is a perpetual estimator, 383 and 392, George-street.

A HANDSOME Cottage PIANOFORTE for SALE, a bargain. A. ALLAN, Auctioneer, Pitt-street.

COUGHS, ASTHMA, and INCIPENT CONSUMPTION.

COUGH LOZENGES, which are daily recommended by the faculty—testimonials from the most eminent of whom may be inspected—as the most effectual, safe, speedy, and convenient remedy for cough and all disorders of the lungs, chest, and throat.

BOTANY WATER WORKS.

To the Editor of the Herald.

Sir.—Having availed myself of your hospitalable invitation on Saturday last, I am, with many others, had an opportunity of visiting the Water Works at Botany, and afterwards of riding along the course of the Lachlan Stream to Gundwick, and of inspecting the dams now in course of formation, and also the sites of the other dams yet to be made. Your application for water will be well received, but I have the opinion of others, that these dams are not being made upon scientific principles, and that although they may retain in the water which runs into them for a longer period than if they did not exist, still I consider that this will be of little service, as they may be easily breached by a gale of wind or a storm, and so cause damage to the sea between the two outer faces being filled with sand, a portion of it at least would be filled in with clay, properly puddled. Not only would this prevent leakage in the embankments, but it would strengthen it to a considerable extent; and as the water is impounded in it, the pressure of water will be almost instantaneously followed by the whole embankment being swept away, hence the necessity of a stout wall of clay, properly puddled, being placed behind the wood facing. There is a number of smaller dams on land, but I have not examined them, having no time to do so, and not only am I not able to have seen them to better effect, but I have observed during the late drought that the water from the reservoir, at Botany, was largely impregnated with salt water.

I feel convinced that in case of a long continued drought the present reservoir will prove abortive, and I consider that a question of such vast importance to the community at large should not be left entirely to the judgment of any one official of the Corporation, but a committee of practical and patriotic gentlemen should be appointed to advise us to repeat upon the best means of obtaining an abundant supply before so large an amount of public money is expended upon a work, the success of which, to most who have seen it, is so extremely problematical. I maintain that we ought to be in a position how to procure a more permanent supply from some other source, and by a scheme different from that which is now being carried into effect, which I consider scarcely worthy of the fourteenth century.

I remain, Sir, yours &c.,
OBSERVER.

Bourke-street, 21st June.

LIFE ASSURANCE.

To the Editor of the Herald.

Sir.—In reply to the letter signed by "A Subcriber to the A. M. P.," which appeared in the *Herald* of the 1st inst., alluding to the subject of the Australian Death-Insurance to pay Mr. Crook's assurance of £1000, and inquiring what course the society would pursue under similar circumstances, I beg to state that the Australian Mutual Provident Society would recognize the claim as a matter of course, and pay the amount as soon as the certificates in support of it were furnished to the office.

I am yours &c.,
A. J. RALSTON,
Secretary A. M. P. Society.

To the Editor of the Herald.

Sir.—The water question—the Mayor observed, in his address to the Sydney Seafarers' Society, that "we must wait for a few years,"—and, with the heavy rains we have lately had, there is less fear for some time to come that we may not have to wait so long. Still, however, as part of Fremantle, Gove, and Redfern, and a portion of the Port of Paddington are now almost supplied, what shall we do when Newtown, Balmain, Petersham, &c., all want supplies, and should, without doubt, get it? Then the watermen and the public would be exposed to the risk of fire. We must be inclined to wait, and, probably, it will be permanent. As surely as this is not done—with a population increasing—with our suburbs extending on every side—who should be supplied with water—no one who has had to meet the old thing ever again, with such another, can be expected to do so. Sir, as far as the Achilles, fire while in the trough of the sea, but she was comparatively quite steady. I have been since informed that the Hector did so likewise. Nor did all the ships fire the prescribed number of rounds, the Hellenor only two, which shows a manifest desire to save the guns secured again. The result of that experience would seem to prove that it is possible (though certainly not safe) to cast loose and fire seven-inches guns in a sea, and, singly or a few at a time, with well-trained men or experienced crews; but under the circumstances of that afternoon, I hold that it would have been utterly impossible to have gone to general quarters, or fought an enemy's ship.

Yours, obediently,

OUT-IRON-CLADS.

To the Editor of the Liverpool Albion.

TAX REPORTS.—Admiral Yelverton and Admiral Warden, on the trials of the iron-clad armoured Fleet last November, together with the observations thereon by the Comptroller of the Navy, have been printed in compliance with an order of the House of Commons, dated the 26th March. The documents are valuable and instructive, especially in their relation to the question of the relative advantages of broadsides and turrets. The fleet consisted of the iron-clads *Caledonia*, *Lord Clyde*, *Bellerophon*, *Achilles*, *Hector*, *Pallas*, *Winey Research*, and *Hannibal*, with which Admiral Yelverton left Holland Roads on the 26th September. On the 23rd he reached the prescribed rendezvous, in latitude 40° N. and longitude 12° W., when steaming seawards for a while, and the trials of sailing commenced. With the exception of the *Hector* and *Wiven*, which were not built for Atlantic service, but were intended chiefly for coast-guard duty, the ships proved themselves good sea-boats, the admiral reporting that he saw no reason to apprehend that they would make worse seafarers than the iron-clads. The trials of the iron-clad broadsides were, however, far from satisfactory. The *Achilles* was the only ship which had a gun on each side of her stern, and she was unable to bring her broadsides to bear on either side of her. The *Hannibal* had a gun on each side of her bow, and she was unable to bring her broadsides to bear on either side of her. The *Caledonia* had a gun on each side of her bow, and she was unable to bring her broadsides to bear on either side of her. The *Lord Clyde* had a gun on each side of her bow, and she was unable to bring her broadsides to bear on either side of her. 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